



## To Let.

**AN OFFICE TO LET.**  
Apply to  
**LANDSTEIN & Co.**  
Hongkong, September 15, 1877.

**TO LET.**  
**NOS. 4, and 5, PECHILI TERRACE, ELGIN STREET.**  
Apply to  
**LANE, CRAWFORD & Co.**  
Hongkong, July 30, 1877.

**TO LET.**  
**THE FIRST STORY of the Premises**  
No. 1, Praya East.  
Apply to  
**A. HAHN.**  
Hongkong, December 3, 1877.

**TO LET.**  
**THE Dwelling House and Offices No. 1,**  
D'Algar Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co.  
The Dwelling House No. 10, Gough Street.  
The Bungalow No. 17, Wellington Street.  
Apply to  
**DOUGLAS LAFRAIK & Co.**  
Hongkong, December 4, 1877.

**TO LET ON LEASE.**  
Possession on the 1st January, 1878.  
**THE Well-known Premises now occupied as the "STAG HOTEL."** The House contains: Dining Room; Sitting Room; and 12 Bed-rooms, a large Billiard Room for Two Tables, Pantry, Bath-rooms, and W.C. Also, a Bar, in Queen's Road, and Store attached; Cook House, 2 Boys' Room, &c. Gas and Water laid on.  
For further Particulars, apply to  
**J. ARMSTRONG,**  
Queen's Road Central.  
Hongkong, November 30, 1877.

**TO LET.**  
**HOUSE No. 10, Albany Road,** lately occupied by the Rev. R. H. Kidd. "Blancie Villa," Pok-fu-lum, Furnished.  
Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIRE.  
**DAVID SASSOON, SONS & Co.**  
Hongkong, October 13, 1877.

**INTIMATIONS.**  
**NOTICE.**  
**A. MILLAR & Co.,**  
PLUMBERS, AND GAS FITTERS,  
Queen's Road East,  
HONGKONG.  
September 18, 1877.

**IN THE GOODS OF**  
**JAMES SMITH FERRIES,**  
Deceased.

**NOTICE** is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S.S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Under-Signed WILLIAM HENRY BREESTON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BREESTON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878. And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.  
**WM. H. BREESTON,**  
Solicitor for the said JOHN FAIRBAIRN.  
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**For Sale.**  
**NOW READY.**

**A CHINESE DICTIONARY IN THE CANTONESE DIALECT.** Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITZEL, Ph.D. Tubingen.  
Price: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs EMMY & WILHELM, Shanghai.  
Hongkong, February 8, 1877.

**FOR SALE.**  
**SHANGHAI CANTON.**

**THIS Desirable Property known as**  
Lot No. 46, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWNS.  
For particulars, apply to  
**G. M. SMITH,**  
Canton.  
October 18, 1877.

**WASHINGTON BOOKS,**  
(In English and Chinese).  
**WASHINGTON'S BOOKS,** for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.  
**CHINA MAIL Office.**

## To-day's Advertisements.

**FOR SWATOW, AMOY & FOOSHOW.**  
The Steamship  
"NAMO,"  
Capt. J. E. PUGHARD, will be despatched for the above Ports on SUNDAY, the 23rd Instant, at Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.**  
Hongkong, December 19, 1877. de23

## GENERAL WEEKLY SALE.

**LANE, CRAWFORD & Co.** will sell by Public Auction, in their Sales Rooms, Praya, on  
**FRIDAY,**  
the 21st Instant, at Noon,—  
MORTON'S OILMAN'S STORES, comprising: Mustard, Salad Oil, Olives, Jam, Raisins, Oatmeal.  
Blue Foolscap and Letter Paper, Steel Pens and Penholders, Letter Clips, Ink Erasers, Microscopes, Candle Boxes, Travelling Companions, Birthday Cards, &c., &c., &c.  
4 Central and 4 Pin Fire Double Barrelled Fowling Pieces.  
50 Muskets with Bayonets.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.  
Hongkong, December 19, 1877. d21

**THE HONGKONG STEAM BAKERY**  
has for Sale Ready-made CHRISTMAS CAKES of all sizes, and PASTRY of every description.  
**DORABJEE NOWROJEE,**  
Ground Floor Hongkong Hotel.  
Hongkong, December 19, 1877. jal

## Not Responsible for Debts.

**Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—**  
**ALPHINGTON,** British barque, Captain G. Cunningham.—Wheeler & Co.  
**CLYDEBURN,** British ship, Captain E. Shrewsbury.—Wheeler & Co.  
**COLORADO,** American ship, Captain Ingraham.—Russell & Co.  
**KATE GABRIEL,** British barque, Captain James Wilson.—Melchers & Co.  
**BROOMHALL,** British ship, Captain H. Bate.—Russell & Co.  
**CHARTER OAK,** American ship, Captain Staples.—Jardine, Matheson & Co.  
**FORMOSA,** German 8-m. schooner, Capt. Schween.—Melchers & Co.  
**PARACCA,** British barque, Captain C. Phillips.—Adamson, Bell & Co.  
**ANNIE S. HALL,** American barque, Capt. Chas. H. Nelson.—Captain.  
**BIRKER,** British ship, Captain W. Reynolds.—Order.  
**JURGEN,** German barque, Capt. W. Wende.—Siemssen & Co.  
**ORONATE,** British barque, Captain G. Panold.

## SHIPPING.

**ARRIVALS.**  
Dec. 19, *Pao Star*, Italian barque, 404, D. Gaviano, Swatow Dec. 18, Ballast.—THOMAS HOWAN & Co.  
Dec. 19, *Ormate*, British barque, 731, G. Panold, Swatow Dec. 18, Ballast.—CAPTAIN.  
Dec. 19, *Patroclus*, British steamer, 1964, Billinge, Liverpool Oct. 23, Port Said Nov. 12, Suez 14, Colombo Dec. 1, Penang 7, and Singapore 12, General.—BUTTERFIELD & SWIRE.  
Dec. 19, *Sunda*, British steamer, 1029, S. Reeves, Yokohama December 11, Mail and General.—P. & O. S. N. Co.  
Dec. 19, H. M. S. *Grolier*, 420, C. E. D. Wilcox, from Manila, Dec. 13.  
Dec. 19, U. S. S. *Monocacy*, 1870, G. W. Sumner, from Amoy, Dec. 17.  
Dec. 19, *Carrisbrook*, Brit. steamer, 386, H. Wharton, from Amoy Dec. 9, General.—BUN HIN CHEAN.  
Dec. 19, *Hougang*, Chinese steamer, from Canton.  
**DEPARTURES.**  
Dec. 19, *Mikado*, for Batavia.  
19, *West Stanley*, for Swatow.  
19, *Taiwan*, for Coast Ports.  
19, *Shen-chi*, for a cruise.  
19, *Pung-shu*, for Canton.  
19, *Sarpodon*, for London, &c.

**CLEARED.**  
*Gustav & Morris*, for Batavia.  
*Holyrood*, for Hoihow.  
*Evening Star*, for Manila.  
*Lombardian*, for Yokohama.  
*Patroclus*, for Shanghai.  
*Hougang*, for Shanghai.  
Date, for Hoihow.

**PASSENGERS.**  
**ARRIVED.**  
Per *Patroclus*, from Liverpool, &c., Mr. Williamson, Miss Marion Linklater, Miss May Linklater, Capt. Douglas (H. B. M. Resident at Singapore), and 120 Chinese.  
Per *Sunda*, from Yokohama, Col. & Mrs. Spilsbury, Rev. and Mrs. Palmer, and 12 Naval Invalids.  
Per *Carrisbrook*, from Singapore, 102 Chinese.

**DEPARTED.**  
Per *Taiwan*, for Foochow, Mr. J. Fairhurst.  
Per *Sarpodon*, for Singapore, Mr. De Costa and 1 European; for London, Mr. and Mrs. Hening and 2 children, and Mr. Allen.

**TO DEPART.**  
Per *Thibet*, from Shanghai, for Brindisi, Mr. and Mrs. Vile, Mr. P. Vile, Mr. and Mrs. Paige, Messrs A. J. Brandon and O. A. Barattini; for Stok, Mr. F. O. Bruchardt.  
From Hongkong: for Venice, Mr. O. M. Dawson; for Singapore, Mr. J. L. Flood, Dr. Stillman, Mr. N. Curtis and 5 Chinese; for Penang, Mr. G. Waghorn, Col. and Mrs. Spilsbury and servant.

**SHIPPING REPORTS.**  
The Italian barque *Pao Star* reports: Light N.W. to S.W. winds and fine weather throughout the passage.

**SHIPPING REPORTS.**  
The British barque *Ormate* reports: On the 18th winds moderate and light from N.W. to N.E.; midnight fresh N.E. winds. On 18th fresh N.E. breeze.  
The British steamer *Patroclus* reports: Rough weather across the Bay of Biscay, otherwise fine weather throughout.  
The British gun vessel *Grolier* reports: Very fine weather, calm and light westerly and south-westerly winds. Up to sighting Lema Strait strong N.E.W. breeze.  
The U. S. S. *Monocacy* reports: Calm, dense fog for 24 hours.  
The British steamer *Carrisbrook* reports: Light easterly winds and fine weather throughout.  
The British steamer *Sunda*, from Yokohama to Hongkong, reports: Experienced light variable winds and fine weather to Oodima (5.47 a.m. 12th); a fresh gale then set in from S.E.E., increasing to a whole gale on 10 p.m. with heavy rain and very high sea, which continued till midnight; the wind then fell light and at 0.30 a.m. (13th) shifted to N.W. in a tremendous squall of hurricane force; a strong gale with very heavy confused sea till 1.30 p.m., when it shifted to N.W. and blew a whole gale with heavy beam sea, moderating at midnight off Eastern entrance of Van Diemen Straits; from thence to Turnabout and 6 a.m. had moderate S.E., South and S.W. winds with thick rainy weather, from thence to Lammooes had light westerly and N.W. airs and calms with dense fog, engines moving slowly, from thence in moderate wind and fine.

**CARGO.**  
Outwards.—Per *Thibet*, for London, 1888 bales Raw Silk, 23 bales Waste Silk, 13 cases Silk Piece Goods, 1,020 half-chests Tea, 15,150 boxes Tea, 1,477 pigs Tea for Continent, 688 bales Raw Silk, 138 bales Cocoons; for Boston, 671 half-chests Tea.

## Shipping Intelligence.

The following is extracted from the latest London and Colonial Papers:—

## VESSELS TO ARRIVE.

When left.	Name.	From.	Remarks.
May			
10, David,	Antwerp		
12, Obando,	Cardiff		
18, Alatre,	Malbourne		
June			
18, Henry Lippett,	New York		
19, City of Halifax,	Cardiff		
July			
2, Northampton,	Baltimore		
10, Niagara,	Cuxhaven		
12, Jessie Jamieson,	Cardiff		
14, Abemey,	Liverpool		
18, Carl Ritter,	Cardiff		
25, Globe,	Deal		
30, Ferdinand,	Cardiff		
31, R. C. Rickmers,	Newport		
Aug.			
10, Papa,	Cardiff		
11, North Star,	Cardiff		
11, E. P. Bouvier,	Penarth		
14, Rogulus,	Cardiff		
14, Moss Glen,	Penarth		
14, Patria,	Cardiff		
15, John Potts,	New York		
19, Felix Mendelssohn,	Liverpool		
27, Changar,	Hamburg		
28, Indis,			
Sept.			
1, Vega,	Table Bay		
3, Andreas,	Flushing Roads		
4, Humbolt,	New York		
7, Hecla,	Flushing Roads		
8, Gatherr,	Cardiff		
10, River Lagan,	Cardiff		
16, G. F. Munz,	Newport		
16, Parsee (s.),	Liverpool		
18, Wildwood,	Cardiff		
20, River Lagan,	Cardiff		
21, P. J. Carleton,	Liverpool		
22, Harkaway,	Liverpool		
23, Victoria (s.),	Liverpool		
25, Fidelity,	Hamburg		
25, Maria Ravano,	Penarth		
30, Peter,	Cardiff		
Oct.			
2, Anna Bertha,	Cuxhaven		
8, Forest Belle,	Cardiff		
4, Empire,	Newport		
8, Klean,	Penarth		
9, Kaiser,	Penarth		
11, State of Alabama (s.),	London		
16, Minerva (s.),	Cardiff		
18, Wega,	Cardiff		
19, Oscar,	Hamburg		
25, Benedicte,	San Francisco		
30, Lodore,	London		
Nov.			
1, Elizabeth Ostle,	Antwerp		
2, Cadiz (s.),	Liverpool		
2, Johann Smidt,	London		
3, Minna,	London		
3, Altona (s.),	London		
3, Malabar (s.),	London		
3, Elizabeth Bielefeld,	Hamburg		
7, Achilles (s.),	Liverpool		

## AT AMOY.

Mar. 28, C. F., Cardiff  
27, Maxima, Swansea  
Sept. 1, Carl Wilhelm, Cardiff  
Oct. 4, Oscar Mooyes, Newport  
Nov. 5, Catharina, Cardiff  
LOADING FOR CHINA AND JAPAN PORTS.  
At London.—Steamers via Suez Canal.  
Cyphrenes, Glenfalloch.  
Galley of Lorne, Calcutta.  
Calmarul, Lorne.  
Devaeva, Batavia.  
Stentor (s.), Liverpool.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For HOIHOW and HAIPHONG.—  
Per *DALE*, at 8.30 a.m., on Thursday, the 20th inst. Carrying Mails for Pakhoi and Hanol.  
For SHANGHAI.—  
Per *HOWANG*, at 8.30 p.m. To-morrow, the 20th inst.  
Per *PATROCLUS*, at 8.30 p.m. To-morrow, the 20th inst.  
For SINGAPORE.—  
Per Barque *MARGARET*, at 4.30 p.m. To-morrow, the 20th inst.  
For YOKOHAMA & SAN FRANCISCO.—  
Per *CITY OF TOKIO*, at 11.30 a.m., on Saturday, the 22nd inst., instead of as previously notified.  
For HAIPHONG.—  
Per Barque *ELISE*, at 9 a.m., on Monday, the 25th inst.

**MEMOS. FOR TO-MORROW.**  
**Shipping.**  
Noon.—English Mail leaves for Ports of Call and Europe.  
Goods per *Iravaddy* undelivered after Noon, subject to rent and landing charges.  
**Tenders Close.**  
Noon.—Tenders for the Construction of a Cook House will be received by the Naval Storekeeper.  
**Auction.**  
2 p.m.—Sale of Japanese Curios, at Messrs Lane, Crawford & Co. Sale Room, Praya.  
**Miscellaneous.**  
Transfer Books of The Chinese Insurance Co., Ltd., closed from this date to 31st Instant, inclusive.

## General Memoranda.

**FRIDAY, December 21:—**  
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.  
1 p.m.—Regatta commences.

**SATURDAY, December 22:—**  
Noon.—American Mail leaves for Yokohama and San Francisco.  
Goods per *State of Alabama* undelivered after this date subject to rent.

**SUNDAY, December 23:—**  
Daylight.—*Namoa* leaves for Coast Ports.

**MONDAY, December 24:—**  
Goods per *Glengyle* undelivered after this date subject to rent.  
Goods per *Geelong* undelivered after this date subject to rent.

**WEDNESDAY, December 26:—**  
Ocean leaves for Cooktown, &c., on or about this date.

**THURSDAY, December 27:—**  
Noon.—French Mail leaves for Ports of Call and Europe.  
Noon.—Sale of Household Furniture, &c., at Mr. H. Kingmill's residence, "As You Like It."

**MONDAY, December 31:—**  
Noon.—Sale of Ground and Buildings, at Messrs Lane, Crawford & Co. Sale Room, Praya.  
*Normandy* leaves for Singapore, &c., on or about this date.

**FRIDAY, January 1:—**  
8 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

**MONDAY, January 7:—**  
9 p.m.—H. K. Choral Society's Concert at the City Hall.

**TUESDAY, January 15:—**  
Claims against the Estate of James Smith Forbes, deceased, must be proved on or before this date.

**THE HONGKONG DISPENSARY,**  
Established A.D. 1841.  
**香港大藥房**

**A. S. WATSON & Co.,**  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

**MANUFACTURERS**  
OF  
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.  
The Manufactory is under direct and continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced at 7.20 p.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, DEC. 19, 1877.

A DEPUTATION waited upon Mr. Hennessey yesterday and presented two petitions praying for the release of the convict Lee Lum Kwai. One of these petitions was from the mother of prisoner, and the other is stated to have been signed by forty-five respectable and influential Chinese residents. The mother pleaded for the release of her son on the ground that her poverty and his ignorance had led him to commit the crime, while the "forty-five respectable and influential Chinese residents" prayed that he might be pardoned for the sake of his mother, wife, and children, who have no means of support. Lee Lum Kwai was at one time, we believe, acting interpreter in the Police Court here, and therefore it is rather singular that his "ignorance" should be one of the two grounds set forward for his release. That the poverty of his mother may, to some extent, have induced Lee Lum Kwai to become a criminal is a statement we are hardly prepared to deny, but most people will be inclined to think that an individual who would deliberately compass the death of another for the sake of a few miserable dollars could hardly be troubled with much filial or any other description of feeling. The "forty-five respectable and influential Chinese residents," in stating that the prisoner's mother, wife, and children have no means of support, are, if our information be correct, not paying so much regard to the truth as might be expected on the part of "respectable

and influential" residents. We are informed that all these people are at the present time living on the bounty of the very mandarin for whose and his own benefit Lee Lum Kwai was acting when he lost his liberty. This mandarin is represented as being worth millions of dollars, and is one of the most influential officials in the South of China at the present moment.

His Excellency promised the deputation that he would refer their petitions to the Chief Justice, for His Lordship's opinion upon them. There is nothing at all surprising in the fact that these petitions should be presented at the present moment, and that they should be supported by "forty-five respectable and influential Chinese residents." The statement that His Excellency had released some fifty persons from gaol and had the case of Lee Lum Kwai under consideration would very speedily get to the ears of the prisoner's friends, and as surely induce some effort on their part to procure the man's release. The influence of the mandarin to whom we have referred, and who is no stranger among many of his countrymen in Hongkong, would alone be almost sufficient to induce a number of "respectable Chinese" to sign a petition of this kind. Apart, however, from the influence of this official, there would, we believe, be little difficulty in obtaining the forty-five signatures among the clansmen of the prisoner here, and others coming from the same district as himself on the mainland. The prisoner is a Chin-chew man, and everyone having much acquaintance with the Chinese population of this Colony knows very well that a large proportion of the well-to-do Chinese here come from that part of China. The mandarin in question is also at present holding a very high and influential appointment in the Canton province. It may not be generally known that the case of Lee Lum Kwai has engaged the attention of the Tung-shi Yamen at Peking on more than one occasion. The matter was, we believe, first brought to the notice of the Peking authorities by a request that the property taken from the unfortunate Amoy, the victim of the prisoner, should be handed back to him—an application that was not successful, chiefly, we believe, through Amoy declining, from fear of his personal safety, to go to Canton and appear before the Viceroy. The case thus assumes an almost political appearance.

Apropos of the new regulation for sending all Chinese petitions to the Colonial Secretary's Office, it may be observed that the prisoner was one of those land-sharks who were able in those days to prey upon their countrymen in preparing petitions for them and facilitating their being brought to the notice of the Government. These abuses, resulting in unlimited "aqueening," existed until Sir Richard MacDonnell and Sir Arthur Kennedy made it imperative that all petitions should be presented through the Registrar General's Office. To that office, where the Chinese could make their wants and grievances understood, our native fellow-colonists very soon learned to take their petitions and the work of the intermedium was gone. The new regulation of His Excellency seems likely to bring about a return to the old state of affairs.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."] (By Southern Route.)  
LONDON, 18th Dec, 1877.

## THE WAR.

The Servian Army has been ordered to cross the frontier.  
The Circular Despatch of the Porte solicited the mediation of the Guaranteeing Powers in order to stop bloodshed. The conditions upon which peace would be concluded are not stated.

London, Dec. 17th, 1877.

## THE WAR.

The Italian Government have accepted proposals for mediation, made by Turkey; it is believed that these proposals for mediation will be unsuccessful.  
The Russians are advancing upon Brevoy.  
There is no further news of interest.

## LOCAL AND GENERAL.

The U. S. S. *Monocacy* arrived here to-day, and saluted the port.

A PACKET of Messrs De La Rue & Co.'s choicest Christmas cards have been submitted to us for inspection, and we may safely say that rarely have we seen such elaborate works of art produced at a price which puts them within the reach of all. Some told neatly up, and are intended to convey the good wishes of the season from the sender to the receiver through the medium of a richly-plumaged bird or bouquet of exquisite flowers. Others again are rather to be used as guest cards and to be carefully arranged around the festive table; but all, whether portraying scenes of oriental life, with the languishing beauties of the harem, wild-looking imps disporting themselves in grotesque shapes, or graceful fairies dancing in the moonlight beneath the shadow of an overhanging leaf—all are beautifully executed, and proclaim the fact that the artists employed by Messrs De La Rue & Co. are of no mean order.

H. I. B. M.'s ships *Boyan* and *Haydamak* were to sail from Yokohama on the 7th instant for China, via Kobe and Nagasaki.

The charges by Mr. Myers, late U.S. Consul-General at Shanghai, against Mr. Seward the U.S. Minister to Peking, have, we are informed, been formally drawn up, and placed in the hands of Mr. W. M. Springer of Illinois, who was to present them at the earliest day possible and ask for an investigation. It is probable the Committee on Foreign Affairs will be directed to deal with them.—*Shanghai Courier*.

Ms (*Japan Herald*) mentioned in our yesterday's edition that the German frigate *Albatross* reported the loss of a Russian vessel on the west coast of Yesso. Enquiries having been made by telegraph, it has been ascertained that the vessel in question is the *Albat*. The *Albat* is a small iron gunboat of about 260 tons, and belonged to the Siberian squadron. She carried 4 guns and was commanded by Capt. Krashenninnikov. The vessel is reported to be wrecked on or near the island of Okushiri, but as yet full particulars are wanting. The *Albat* left at 1 p.m. for the scene of the accident, to render any possible assistance, but although the crew, numbering about 60 men, were all saved, it is feared that the vessel herself is a total loss.

To illustrate the childish temper displayed by Ghan Pao-chen about the Railway, it is worth recording that the first thing done by his orders on taking possession of this line, was to efface the Chinese characters for Viceroy 督, which had been placed on the engine just arrived from home in compliance to the authorities to whom it was about to be handed over. No Chinaman could have taken objection to the name on the score of impiety, so that His Excellency had not even this excuse to save his conduct from being thought ridiculous.—*N. C. D. News*.

This shipmaster now in the port of Bombay, says the *Calcutta Statesman*, feeling the pinch of bad times, have met to consider the subject of seamen's wages, and the conclusion they have come to is, that a reduction of about 18 per cent ought to be made in that particular item of a ship's expenditure. A resolution was passed the other day to this effect, and the co-operation of all shipmasters in Calcutta is invited to enforce this new scale of wages. The captain says that it is unreasonable that they should be harassed by a number of surplus men while lying in harbour idle seeking freight, and that it is besides a hardship that they are compelled to re-engage men when wanted on terms higher than they could be got in the open labour market.

## Canton.

17th Dec, 1877.

Availing of an invitation repeated for this season, which we were unable to use during that of last winter, we were welcomed at Concordia Hall on Saturday evening by the same old voice of Music that the Season before last we enjoyed to describe to your readers as of that liquid and sensibly articulate quality resembling the warbling of birds; though produced wholly by that master hand of artistic instrumentation that wrought upon your fastidious community a delighted surprise a few weeks ago.

If we add that beside Mr. Renell's ample volume of Music, we were treated with the unusual spectacle of the graceful acting of two young married Ladies, well supported by their husbands and friends of the Amateur Dramatic Society, we shall satisfactorily account for the attendance and obvious gratification of almost the entire Shamen Community of Ladies and Gentlemen, including Sir Brooke Robertson, the good genius of the city, also. But, after acknowledging that all acted well their parts, we are so conscious that criticism without discrimination is valueless or worse than that, that we are fain to impeach the judgment of the Managing Committee in the choice of the class of Plays from which they took "Little Mother," as inappropriate for Ladies; however suitable for professional actresses or popular with mixed audiences in large cities; not that we detected an indelicate allusion, we hasten to add.

Our first point is that the Play is founded upon scenes of life on a lower level than their own and moreover of "the present day," as constituting a double embarrassment.—For is it not a cruel dilemma for a Lady that the more truthfully she casts such a part, the less she respects herself, and the more trying the ordeal before the Ladies of her audience? Granted that there was not an unseemly word for a Lady to utter or to hear in that Play, and granted that the principal Lady's part was sustained with admirable aplomb; yet it would not have been a surprise, if in the effort to suppress a nervous consciousness of the anomaly

May committed the defendant for trial, admitting him to all as before.

#### ALLEGED EMBEZZLEMENT.

Tang Tao Ching, the head messenger, or office boy, at the Post Office, surrendered to his bail to-day. Mr. Lister said he had no further evidence to produce. He had a warrant for the apprehension of Kwong Awing (the No. 8 postman), for embezzling 62 cents, but he had not yet been apprehended. Mr. May discharged the defendant, but ordered him to find security in one household for \$100, to be forthcoming to answer any charge which may be brought against him during the next three months. Mr. Denney, who again appeared for the defendant, objected to the defendant being called upon to find security as, he said, the evidence did not warrant such a course of procedure. Mr. May noted the objection.

(Before James Russell, Esq.)

#### EMBEZZLEMENT.

Chan Atang, a bricklayer, was committed for trial, for embezzling sundry small amounts of money amounting altogether to \$3.75. The defendant stated, in defence, that he had collected the money for his master (Leung An), a poultry dealer, when business called him home. He had intended to pay his master the money when he came back.

#### STEALING POWLS.

Kwan Ahing, a coolie, was charged on remand with stealing fifty-two fowls, the property of Leung Amin, a married woman, residing at Praya East. Mr. Russell committed him for trial.

#### SUPREME COURT.

IN CRIMINAL SESSIONS.  
(Before His Honour Mr. Justice SNOWDEN.)  
19th December, 1877.

#### LABOURY.

Regina v. Lee Young Sou.

The prisoner was indicted for stealing a box containing clothing from the prosecutor on the 6th November last. The prisoner pleaded not guilty, and the following jury was empanelled:—J. P. De Costa, A. A. E. Botelho, J. P. De Costa, H. M. Blanchard, O. W. Wilson, J. E. White, F. A. Dea Remedios, and Jesse Cook.

Mr. Francis, instructed by Mr. Sharp, the Crown Solicitor, officiated for the Attorney General. It appeared that the prisoner was employed in a stone-cutting shed at Sow-ke on the 6th November 1876. On that morning the prosecutor felt some one removing his box from his bed, and made a pursuit. The prisoner was the man pursued, but he managed to escape, and was not seen again until the 27th November this year. Mr. Francis said the question here was whether the prisoner was the man who was identified by the prosecutor and his witnesses, as the man who was seen running away.

After hearing the evidence, the jury returned a verdict of not guilty by 5 to 2. In discharging the prisoner, His Lordship said the prisoner had a very lucky escape, and cautioned him to be careful in future, otherwise he would be severely punished. He had four convictions against him. Mr. Francis said these convictions took place prior to the offence with which the prisoner was now charged.

#### LABOURY.

Regina v. Chun Nam Hoi.

The prisoner was indicted for stealing several pieces of clothing, \$8, two bottles and other things, the property of Lee Yun Hing. It appeared that both the prisoner and the prosecutor were living in Singapore and it was their intention to return to China together in the steamer *Sarpedon*, but the prosecutor missed the steamer, and the prisoner came on in her, taking the prosecutor's box with him. The prosecutor then came here in the P. & O. steamer which left there the day following and arrived here shortly before the *Sarpedon*. He then went on board the *Sarpedon* when he was found looking for the prisoner, who was found on board, as also his box, but it had been broken open and the contents abstracted. The prisoner's box was then searched and the articles in Court, identified by the prosecutor as his property, were found in the prisoner's box.

His Lordship said there was a question of law involved in this case, as the alleged larceny was committed in Singapore. His Lordship said the prisoner was found in possession of the box here; that would be sufficient, as it would be continued possession. Mr. Francis said that would hold good in England, where there was a special statute on the subject. The act was committed in Singapore, and the question was whether the larceny could be extended here.

His Lordship said he would reserve the point. The prisoner said the box was given into his charge by the prosecutor at Singapore, and the clothing was lent him for his use. The prosecutor lent him the money to pay for his passage to China.

In summing up His Lordship said it would perhaps be necessary for the jury to find whether the offence was committed in Singapore or on board the *Sarpedon*, as in the latter case the legal difficulty would be obviated. The question was whether the defendant was taking the box with a felonious intent, otherwise the mere taking would be no offence at all, and they must take into consideration the fact of the box being broken open during the voyage.

The jury found that the prisoner was guilty of the larceny both at Singapore and on board the *Sarpedon*. His Lordship thought the offence must be complete in Singapore, and reserved the point of law as to jurisdiction. The Court was then adjourned till 2.15 p.m.

#### LARCENY AND CONSPIRACY.

Regina v. Chun Aoi and Lee Ajun.

The prisoners were indicted on three counts, the first charging them with larceny of \$1, the second with conspiracy to defraud, and the third with obtaining money by false pretences in representing a fictitious article to be a genuine root of ginseng.

It appeared that the prisoners represented to one Wong Ahing that a piece of root called Tin Tang was the valuable root of ginseng, and the man was induced to buy it for \$1.

The prisoners were found guilty on the

third count. They were old offenders, and sentence was reserved.

#### FAIR PLAY.

The prisoner was indicted on three counts for obtaining advances from three pawnbrokers by representing certain bangles to be gold, whereas they were made of baser metal. In the first case he obtained \$32.85 from the Lai Loong pawnshop on the 10th November; in the second case he went to another shop from which he obtained \$37.60 from the Toong Shang shop, and in the third case, the prisoner obtained \$41.60 from Lai Apoon, another pawnbroker on the 8th November last.

The prisoner was respectfully dressed in a long coat, and spoke the Mandarin dialect, being a native of Hunan. He said that he bought the gold bangles for \$30 each himself, and did not know that they were made of pure gold, that he was acting bona fide and begged the mercy of the Court. He added that if skilful men such as the pawnbrokers themselves could not detect the falsity of the metal, how could he be expected to know?

In the course of the opening speech Mr. Francis said the false pretence consisted in the prisoner presenting a bangle which had stamped on it "Tin Wah, pure gold." He did not use any actual words to represent that the bangle was of pure gold, but Mr. Francis submitted that it was similar to the case in Oxford where a man went into a shop and obtained goods on the strength of his attire. The bangles in this instance had only a casing of pure gold, the hollows being filled up by copper wire. Mr. Francis observed that if the case stood by itself, there would perhaps have been some difficulty in the jury finding the prisoner guilty, but here were three cases coming together; it might be fairly concluded that the prisoner had guilty knowledge of the bangles being composed of baser metal than gold.

His Lordship said he would reserve the question of false pretence if necessary, the decisions in similar cases being conflicting.

The jury found the prisoner guilty, but recommended him for mercy on account of his old age.

The point of law was reserved. The Sessions were then adjourned till to-morrow at 11 a.m., instead of the usual time of 10 o'clock.

#### China.

SHANGHAI.

(Continued.)

A full and important "Report on Woon-sung Bar," prepared by Captain Bridgford, R.M.A., and forwarded to the Shanghai Municipal Council, at the request of Admiral Ryder, is published by our morning contemporary. He says "It is quite evident that the Junk Channel is the true channel, that ought to convey the whole mass of the river over that section." We regret that we have not space for the whole report; but the following is the remedy proposed. Therefore, if it be considered desirable to improve this section of the river, the first object to be attained is the enlargement of the sectional area of the most shoal portion of the Junk Channel, as by having an enlarged area, a much greater volume of flood tide water will be projected past Gough's Island and so stored for supplying the ebb with increased volume. As this enlargement progresses, the strength of the ebb will at first increase in the Ship Channel, owing to the increased volume of water received through the Junk Channel; but it will also, from the same cause, plus the enlargement of the channel, increase the ebb in the Junk Channel. (Now this channel has a greater fall, being shorter than the Ship Channel, and this is a very important factor during the changing of the river bed). Gradually the volume discharged by the Junk Channel will exceed that discharged by the Ship Channel to such an extent that the false bar or lip at its lower end will commence to tilt up, thus increasing the choke to the ebb in that channel. By this time the Junk Channel ought to have a minimum depth of 12 feet at low water springs. Eventually the depth will be between four and five fathoms, and the present Ship Channel will have ceased to exist.

The principal advantages of this scheme are—1st.—That the navigation will not be impeded during the progress of the works. 2nd.—It will give more rise of tide up the river. 3rd.—The restoring of that section of the river to one channel, navigable at all times of tide, instead of at present having two channels that are only navigable at certain times of tide.

In the first place, I am decidedly of opinion that dredging is not alone the most economical and practical method; but I am certain that the great simplicity and mobility of the appliances necessary for such work, render the adoption of this method vastly preferable to any other.

Another great advantage in using the dredge is the fact that there is no limit to the amount of deviation possible; and that during any stage of the works it may be stopped without detriment. Such is not the case if the system of fascine framework (zinkstake) be adopted. Should any of these by any accident become displaced, or should it be considered necessary to remove any portion of them, the expenses of so doing would be very great and the labor immense; in fact, once committed to such a system, and you are bound down to it for ever. If it produces an unexpected and unwished for effect, that is likely to endanger the navigation of the river you cannot stop its action except by laboriously removing the materials or by the adoption of some palliative measures involving the use of more material of a similar nature. Pleasant Point would benefit much by the turning of the whole volume of water into the Junk Channel, as the ebb would then strike it at a favorable angle, instead of as at present flowing parallel to its left bank.

Including every possible contingency, I should roughly estimate that £150,000 would be required to complete the work. The plant remaining would be useful in dredging out the silt in front of Footing Point, and also in clearing the berths in front of some of the wharves.

#### Japan.

YOKOHAMA.

(Continued.)

On the arrival at this port of the Chinese Consul, who accompanies the Minister and is expected about the 15th instant, Chinese residents will hold high festival. They are all delighted at the idea of being no longer

amenable to Japanese Courts. Whether the change of jurisdiction will be any advantage to them remains to be seen.

An official enquiry into the loss of two men, Richard Walsh and Edward Afflick, belonging to the British barque *Pauline*, has been held on board that vessel by Mr. Russell Robertson, H.B.M.'s Consul. From the testimony adduced, it appears that the two unfortunate men lost their lives on the 7th of August last, when the ship was in lat. 38.30 S., long. 47 East. During the previous night a heavy gale had been blowing, but in the morning it moderated somewhat. Still it was stormy and the sea very rough. The mate put two men at the wheel at 6 o'clock, and a couple of hours afterwards he observed a wave rise perpendicularly over the stem. He called out to the men at the wheel to hold fast, then jumped on the deck-house himself and seized hold of an iron stanchion. After the wave had swept over the vessel, he looked towards where the two men had been, and found that both, as well as the wheel, were gone. The ship was holed to as quickly as possible, but nothing was seen of either of them. A verdict was returned to the effect that the two men were lost overboard, under circumstances which made it impossible to render them any assistance.

#### (Mail.)

There has been no political news of importance to chronicle in the past week. The ball given by the community to Captain Young and the officers of the *Tennessee* previous to her departure from this port was in every respect a complete success, and the Committee deserve the most unbounded praise for the thorough and tasteful manner in which they carried out the arrangements. About two hundred and fifty people were present, the Diplomatic and Consular bodies being largely represented. By the kind permission of the Governor of Kanagawa Ken, who was likewise present, the Town Hall was placed at the disposal of the Committee. The good wishes of the Community and the regret felt by all at the departure of the *Tennessee* were gracefully expressed in a speech by the Chairman, Mr. Russell Robertson, and replied to in feeling terms by Captain Young. The entertainment was throughout one of the most successful that has ever taken place in Yokohama. The *Tennessee* left on Tuesday, for Kobe, on her homeward voyage, accompanied by the hearty wishes of all for the welfare of those who have so long been resident among us, and whose gracious hospitality will be sadly missed.

#### The Straits.

(Straits Times.)

The result of the Court of Inquiry on the wreck of the barque *Rivstone*, Captain Brown, on the Brill reef, has been that the master and officers have been exonerated from all blame in the matter.

A suicide of a determined character was committed last evening (Dec. 10th) in a sampan in the Harbour under circumstances of a peculiar nature. The unfortunate suicide was a Bavarian, named Knoekel, who arrived here ten days ago, with a through ticket to Melbourne, and he was awaiting the departure of the E. & A. Co's steamer *Somerset* by which he intended to complete his voyage. In the meantime he lodged at the Hotel de la Paix, and it was noticed that his mind appeared much disturbed and he suffered from constant depression of spirits. Yesterday afternoon, about three o'clock, he left the Hotel furnished with a double-barrelled gun with the expressed intention of going out bird shooting, and it appears that some time afterwards, probably more than an hour, he hired a Chinese sampan and ordered the boatman to row him round where he might get some shooting. The Chinaman did so for about a couple of hours, when suddenly Knoekel aimed his gun at him and shot him in the side. A moment afterwards he threw down his gun in the sampan, took a revolver out of his pocket, and deliberately shot himself in the forehead, the ball going right through the brain. He fell overboard in the act with the revolver in his hand, and the shots having attracted the attention of some sailors on board a vessel in the harbour, his body was quickly recovered and was taken by them with the wounded Chinaman on board the troopship *Tamar*, when it was found the unfortunate man was dead. The surgeon on board the *Tamar* dressed the Chinaman's wounds, and the police being communicated with, he was removed to the Hospital, where he is progressing favourably. The body was also taken charge of by the police, and an inquest will be held. The act would appear to have been premeditated by the deceased, as a photograph of his mother was found in his pocket book with a few lines written over it asking for her forgiveness.

An unfortunate occurrence took place last Monday at Malacca in the Tranquerah District, which resulted in the death of a Chinaman and the severe wounding of a Corporal of Police. It appears that a black tiger which had been brought by Malay men (name unknown), from the Country Districts of Chabow, and sold to another Malay man residing at Limbongan, for the sum of \$75, escaped during the night from its cage, and made its way into Town as far as Tranquerah, where it entered the house of a Chinese shopkeeper just as he was opening his shop, and quietly crouched underneath one of his tables. The man thinking the animal (on account of his unnatural colour) to be a dog, took up the bar of one of his doors and struck the brute with it, which so enraged the animal that it immediately sprang upon him and bit his arm, and gave him an ugly scratch over the face. The poor fellow, although severely wounded, managed to run out of his premises and called for the aid of the Police. Shortly afterwards a Corporal named Baboo, together with a Police Constable, came hastily to the spot. The former (it is said) went unarmed, whilst the latter was armed with a mallet. They both entered the house and the tiger sprang upon Corporal Baboo, inflicting a severe wound on his arm, and scratched his face very severely, and the man had to be taken to Hospital, where he is now lying, but gradually recovering from the effects of his wound, whilst the unfortunate Constable died from the effects of his fatal body wound yesterday. Whilst the tiger attacked Corporal Baboo the Police Constable, with great presence of mind dealt the animal a blow over the head with the butt end of his mallet at the same time pushing it away from the Corporal in order to make it release its grasp. Soon afterwards a party of Police came armed with mallets, and a few shots fired soon gave the animal a quietus, and he was afterwards taken to the Tranquerah Station and exposed to public view. Although every enquiry has been made by

the Superintendent of Police, and his subordinate officers, as to who was the owner of the tiger, it is said that up to the present time no information has been ascertained. The Malay carman, however, who has to do with the tiger, says that he has never paid his hire for bringing the animal into Town.

#### "CUSTOM OF THE PORT."

(Mitchell's Maritime Register.)

Shipowners Associations should take up the question of the Custom of Ports. Charter-parties and Bills of Lading contain stipulations that cargo is to be laden or discharged; or, the Lay-days are to commence; or, the freight to be paid "according to the custom of the Port." In most cases the Owner or the Master is ignorant of the usages existing at the Port to which the vessel is ordered; and when a ship has to call at a Port to receive orders, and the place of final destination cannot, consequently, be known at the time when the agreement is signed, it is impossible to provide against the enforcement of exactions unless all mention of custom has been previously struck out. Custom cannot be set up in the United Kingdom to override the written terms of a contract, but it is allowed to be pleaded to explain those terms. When, however, the vague term of "Custom of the Port" is inserted in a Charter-party, there may be an opportunity for contention. It has been held that a custom, to be binding, must be "certain, uniform, and universal." A general custom, said Dr. Lushington in the case of the *Fairy* (Amiralty Court), can only be established by an overwhelming bulk of evidence. If there are exceptions to a rule, the custom cannot be universal, and, therefore, is not in that respect, within the conditions of a Charter-party. Most of the prevailing customs now wholly or in part adhered to were in force at the time when protective duties were levied, but free cargoes and the introduction of steam have so changed the state of affairs, that what might have been reasonable years ago is not so in the present day. When the Government required to ascertain the quantity and quality of goods on landing, so as to determine the amount of dues, and there were no covered-in quays, discharging was necessarily a comparatively slow process; but as ships are now unloaded in a day, irrespective of cubical contents, weighing or measuring, there is no obstacle to the delivery of cargoes, except that of dock accommodation. It must not be taken for granted, however, that goods can be measured as fast as they can be put over the side of a ship. New conditions and exigencies, it is apparent, have arisen, and old customs which applied to a period when the working hours of delivery were restricted, are no longer applicable, and the consequences of goods having to be placed on the scales for the purpose of assessing the duties, are no longer intelligible, or, when so, reasonable. Tea, wine, spirits, and tobacco, are still subject to import dues, but great relaxations have been made by the Commissioners of Customs in the system of delivery. The Merchant might fairly claim to take his own time in receiving his goods when the Government official retarded the unshipment. Bonded warehouses have made even the delivery of duty-paying goods a matter of much greater expedition than formerly. Not many years ago the discharge of cargoes was confined to one halcyon, for the Customs Officers could not attend any more, and manual labour made the work tediously long. Here, in the Thames, the Dock authorities were prohibited from taking in or letting out ships after dark or before daylight. A complete revolution has latterly taken place, for mechanical appliances, hydraulic lifts, steam cranes, and winches, ensure quick despatch. Floating lights in the Swin and Queen's Channel enable steamers to be navigated by night as well as by day, and they arrive and depart at all hours. Sailing ships are towed to and from the docks, and the only delays they experience originate with the wind or tide. Whenever there is water enough to enter or leave a dock, ships may go in or come out without the interference of the Officers of Customs. Steamers are now discharged in fewer hours than it took days to perform the same work, and when these vessels are employed in a regular trade and have appropriated berths, there is no hindrance to their despatch as a rule; while, in exceptional circumstances, special provision is made in Bills of Lading to meet the requirement of the Shipowner or the Merchant, as the case may be. These exceptions, however, are not to be deemed as the general customs of a Port, but judges and juries in Courts of Law are frequently engaged in construing them. The new conditions have so changed things that it is now very perplexing to reconcile ancient and modern usages. The Moorsom system of measuring ships, and for fixing the tonnage for fiscal purposes, is likely to become the law in all Maritime States; and there is uniformity with regard to the steering and Sailing Rules, and the lights to be carried by sea-going ships. The International Code of Signals is now the only recognized method of signalling from ship to ship, or from the ship to the shore, and all Naval Powers recognize it as the proper medium of communication. From these facts it will be seen that a period is approaching when the Laws of the Sea may be assimilated, and when that is achieved their application will be identical in all parts of the world. Then, why should there be such a discordance in the customs of Ports? The Maritime International Code which may be agreed upon hereafter must abolish all obsolete and inconsistent regulations. At Ports where loading and discharging are conducted the authorities must conform to the necessities of the age. Customs must not present so many variations and anomalies, or be capable of interpretation in so many ways. No usage founded by a few Merchants in any one Port for their personal advantage, must be permitted to remain in a Maritime International Code. That Code ought to contain clauses to regulate in principle all the customs of Ports with reference to contracts of freightage; and, in the interest of Shipping, we would recommend that the Associations should invite attention to the subject by resolutions at their own meetings, and by gaining recognition for them in the Chambers of Commerce.

#### COMMERCIAL.

December 19.

A quiet tone has prevailed in the market for Bengal Opium throughout the closing fortnight. In the absence of any fresh enquiry for Patna the holders of the drug have lessened their offers, and the rate for it has consequently weakened. With a large stock to work off, and the advice of a very full supply being on the way, a lower rate

of rate is anticipated. The present quotation is \$300.

The call for Benares has been likewise rather languid, and with less favorable advice from the Coast ports, the rate for the drug gradually gave way, which is at present quoted at \$200.

The month's receipts, so far, show an aggregate of 4,314 chests, against 8,280 chests to the corresponding date last year. During the interval under notice some 600 chests have been taken by the local consumers, against 1,000 chests at the corresponding period last year. This, with the expectations of a stock computed at 8,100 chests, against 2,800 chests same time last year. Of this last quantity 700 chests were Benares, of which kind present stock comprises 800 chests.

Messrs. REINEMANN & Co.'s Freight Circular for the Mail of Thursday, 20th December, says:—The market continues dull, hardly any business offering for sailing vessels, the chief feature during the fortnight having been the settlement of steamers by the Native Rice Dealers from Saigon to this for series of voyages to commence about the middle or end of next month.

Homewards, a little has been done for the Philippines at declining rates, but there is hardly any inquiry at present from thence or for China Ports; and as disengaged tonnage is accumulating, freights are very weak.

Coastwise, the market shows no signs of life, there being very little demand for sailing vessels, while steamers are only wanted to load a month hence at Saigon. The German bark *Piccola*, 238 tons, left for Hamburg with cargo on owners' account. The French bark *Angelo*, 391 tons, has taken the berth for Melbourne and Sydney, and the German bark *Margarethe*, 358 tons, for Bangkok. The Danish ship *Doris Brodersen*, 647 tons, cleared for Rangoon, and the British bark *Lombardian*, 718 tons, for Yokohama under orders from home. The German schooner *Blankensee*, 297 tons, and German bark *Norma*, 339 tons, left for Chetoo, and the British bark *Roderick Hay*, 290 tons, for Bangkok, all private.

The disengaged tonnage in port amounts to 56 vessels, registering 28,196 tons.

The following are the settlements:—British ship *Hawkesbury*, 1175, Manila to New York, private.

German bark C. R. Bishop, 893, Manila to London or Liverpool, or to New York, private.

British bark *Parosca*, 464, Manila to London or Liverpool, private.

French bark St. Adresse, 622, hence to San Francisco and back via Puget Sound, private.

German bark *Mikado*, 330, hence to Batavia and Samarang, \$1,400 in full, 20 day days.

German bark *Carmelita* & Ida, 488, hence to Batavia, \$1,300 in full, 22 day days.

Italian bark *Bianca Petrica*, 660, hence to Toulon, \$1,400 in full, 80 day days.

Haw. bark *Elese*, 812, hence to Haiphong and back, \$1,150 in full, 30 day days.

German bark *Coquette*, 281, hence to Saigon, \$450 in full.

German bark *Johanna*, 528, hence to Saigon, \$800 in full, 20 day days.

British steamer *Marcia*, 1060, hence to Saigon and back, \$6,100 in full, 15 day days.

German steamer *Cassandra*, 937, hence to Saigon and back, \$4,750 in full, 13 day days.

German steamer *Cassandra*, 937, hence to Saigon and back, 6 trips, 25 cents per picaul.

German steamer *Atalanta*, 782, Saigon to Hongkong, 6 trips, 22 cents per picaul.

German steamer *Altona*, 1,167, hence to Saigon and back, 6 trips, 24 cents per picaul.

German steamer *Atalanta*, 782, hence to Singapore and Penang, \$3,300 in full, 10 day days.

German steamer *Madagascar*, 884, hence to Singapore and Penang, \$3,300 in full, 12 day days.

German bark *Malvina*, 484, hence to Singapore, \$600 in full, 9 day days.

British brig *Victory*, 255, hence to Bangkok, \$820 in full.

American bark *Wealthy Pendleton*, 810, Keelung to Hongkong, \$1.20 per ton of 20 cwt.

German bark *Peter*, 240, Foochow to Chetoo and back to Amoy, 23 cents per picaul.

British steamer *West Stanley*, 993, Swatow to Singapore (Passengers), \$13 per head, 12 day days.

British steamer *Strathairny*, 1,236, Swatow to Singapore (Passengers), Private.

British steamer *Marcia*, 1,060, Monthly Charter, 4 or 6 months, \$7,500 per month.

Messrs. DEACON & Co.'s Canton Market Report, dated Canton, 18th Dec., says:—We have again to report a small business in our Tea market.

Congou.—A few settlements are reported at about former rates. At Macao transactions have been on a moderate scale.

Scented Teas.—Capers have been in but little enquiry, and only small settlements have resulted; medium and good teas have again been bought at prices rather in favor of buyers and may be quoted about a tad easier; a few parcels of common teas have changed hands at T. 11 & 11½.

Scented Orange Pekoes have also been taken to a small extent at about previous rates; "long leaf" kinds have been the only sorts acquired for, and no business is reported in "short leaf" teas.

The following is a summary of the fortnight's business:—

Congou, 700 boxes & T. 25 & 26 per picaul; Scented Capers, 2,800 boxes & T. 11 & 23 per picaul; Scented Orange Pekoes, 8,000 boxes & T. 18 & 23 per picaul. Export of the various descriptions of Teas shipped from Canton Waters (Hongkong, Canton and Macao) to Great Britain to date:—Dec. 1, S. S. *Dionet*, Congou 80,696 lbs., S. Capers 88,389 lbs., S. O. Pekoe 95,099 lbs., total 277,084 lbs.; S. S. *Gravel*, Congou 186,135 lbs., S. Capers 287,984 lbs., S. O. Pekoe 87,088 lbs., total 460,932 lbs.—Making with previous shipments a total for the season of 18,508,709 lbs. (including 192,649 lbs. lost in *Mikong*); against 18,878,106 for season 1876-77.

Siz.—The active demand advised in our last report continued during the first week of the past fortnight, and 700 bales Tanlees found buyers during that period; a further 100 bales were settled immediately after the departure of the French mail, but discouraging advice from the Continent, however, has again set in, and 100 bales are reported as having changed hands yesterday. The highest price that has been paid for No. 4 Tanlees is \$420, and others are now

asking \$422 & \$425 per picaul. Holders, having small stocks in their hands, are able to take up a firm position, and show no disposition to accept lower rates than those given below.

Long-leafs.—There has been less demand for long-leafs, and settlements only amount to about 20 picauls.

Ravels.—A small business has been done in these kinds.

Stock is estimated at 400 bales Tanlees, 80 bales Kovkong, 40 bales Cumchuck and Lunokow, and 100 to 150 bales of inferior sorts.

Waste is still in small supply; there is no stock of No. 1 quality.

QUOTATIONS.

Tanlees.....	Curio, \$515
".....	No. 1, \$480
".....	" 2, \$460
".....	" 3, \$435 & 440
".....	" 4, \$420 & 425
Loongkong.....	Curio, — Nona
".....	No. 1, —
".....	" 2, —
".....	" 3, —
Cumchuck.....	— \$425
Re-reel Cumchuck.....	Best \$450
".....	— \$425
".....	No. 1, \$515
".....	" 2, \$490
".....	" 3, \$470 & 480
".....	" 4, \$450
Cote-ang-own.....	" 1, \$590
".....	" 2, \$550
Waste Silk.....	No. 1, \$ 70
".....	" 2, \$ 70
Cocoons Pierced.....	" 1, \$ 76
SETTLEMENTS FOR THE FORTNIGHT.	
1877-78, 1876-77.	
For Europe.....	800 bls. 160 bls.
United States.....	84 bxs. 60 bxs.
Re-reels.....	

## Mails.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,  
Bombay, Madras, Calcutta, and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steam-ship  
THIBET, Captain TORROCK, will leave  
this on THURSDAY, the 20th December,  
at Noon.

Tes and General Cargo for London, will  
be conveyed via Bombay without transhipment,  
arriving one week later than by the  
direct route. Silk and Valuables will be  
transferred to the Calcutta steamer at Galle.

For further Particulars, apply to  
A. LIND, Superintendent,  
Hongkong, December 11, 1877. de20

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
TOKIO will be despatched for San  
Francisco, via Yokohama, on SATUR-  
DAY, the 22nd Instant, at Noon, taking  
Passengers and Freight for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISS-  
SION.

Freight will be received on board until  
4 p.m., 21st Instant. Parcel Packages  
will be received at the Office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further Information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, December 10, 1877. de22

## NOTICE.

COMPAGNIE DES MESSEGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
RAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;

Also,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON THURSDAY, the 27th December,  
1877, at Noon, the Company's S. S.  
DIEMNAH, Commandant CHAMPENOIS,  
with MAILS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.  
on the 26th December, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

H. DU POUEY,  
Agent.

Hongkong, December 14, 1877. de27

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,

IN CONNECTION WITH THE  
CENTRAL  
AND  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. "GALLIE" will be de-  
spatched for San Francisco via Yokohama,  
on FRIDAY, the 4th January, 1878,  
at 3 p.m., taking Cargo and Passengers to  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 3rd January, 1878. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A Reduction is made on Return Pas-  
sage Tickets.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, December 12, 1877. de24

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

S. S. ESMEERALDA, FROM AMOY  
AND MANILA.

CONSIGNEES of Cargo per above  
Steamer are hereby informed that  
their Goods are being landed and stored  
at their risk in the Godowns of the Under-  
signed.

No Fire Insurance has been effected.

J. Y. V. SHAW.

Hongkong, December 13, 1877. de20

## FROM LONDON AND SINGAPORE.

THE S. S. State of Alabama, Captain  
RITCHIE, having arrived, Consignees  
of Cargo are hereby informed that their  
Goods are being landed at their risk and  
stored in the Godowns of the Under-  
signed, whence and/or from the Wharf or Boats  
delivery may be obtained.

Optional Cargo will be sent on to  
Shanghai and or Yokohama, unless notice  
to the contrary is given before 5 p.m.  
To-day.

Cargo remaining undelivered after the  
22nd Instant will be subject to rent.

No Fire Insurance has been effected.  
The Steamer having met with certain  
accidents during her voyage, Consignees  
will be required to sign an Average Agree-  
ment, which is lying at the Office of the  
Under-  
signed, before delivery of their Cargo  
can be obtained.

JARDINE, MATHESON & Co.,

Agents, S. S. State of Alabama.

Hongkong, December 15, 1877. de22

## FROM LONDON AND SINGAPORE.

THE S. S. Glenlyne having arrived, Con-  
signees of Cargo by her are hereby in-  
formed that their Goods are being landed  
at their risk and stored in the Godowns of  
the Under-  
signed, whence and/or from the Wharf or Boats  
delivery may be obtained.

Optional Cargo will be sent on to Shang-  
hai, unless notice to the contrary is given  
before 11 a.m. To-day.

Cargo remaining undelivered after the  
24th Instant will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents, S. S. Glenlyne.

Hongkong, December 17, 1877. de24

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. GIBLON.

CONSIGNEES of Cargo by the above-  
named Vessel, from Bombay and  
Intermediate Ports, and in connection with  
the Steamers MALWA from London, and  
POONAH from Calcutta, are hereby in-  
formed that their Goods are being landed  
and stored at their risk in the Company's  
Godowns, at West Point, whence delivery  
can be obtained from this date.

Goods not delivered by the 24th Instant  
will be subject to rent.

ADAM LIND,

Superintendent.

Hongkong, December 17, 1877. de22

## COMPAGNIE DES MESSEGERIES

## MARITIMES.

## S. S. IRAOUADY.

## NOTICE.

CONSIGNEES of Cargo per S. S.  
Gange, from London, in connection  
with the above Steamer, are hereby in-  
formed that their Goods are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signee, before To-morrow, the 14th Inst.,  
at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by  
the Under-  
signed.

Goods remaining undelivered after TUES-  
DAY, the 20th Instant, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,

Agent.

Hongkong, December 13, 1877. de20

## COMPAGNIE DES MESSEGERIES

## MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Under-  
signed for countersignature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY,

Agent.

Hongkong, December 14, 1877. de27

## W. G. S. No. 17

W. B. No. 17 } Wine, from Mar-  
H. M. S. Lapping. } seilles.

Mr J. Ridley, } 1 case Effects, from  
Formosa. } London.

Hongkong, December 6, 1877.

## Intimations.

## THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of  
the HONGKONG HOTEL, the pre-  
sent Fire-yearly Lease expiring on the 31st  
August, 1878. SEALED TENDERS to  
be sent in on or before the 31st March,  
1878; to the Secretary of the HONGKONG  
HOTEL COMPANY, LIMITED, who will supply  
any information required.

By Order of the Directors,

LOUIS HAUSCHILD,

Secretary.

Hongkong, September 18, 1877. de1

## KWONG HING CHEUNG &amp; Co.,

Coal Merchants.

Have always on hand for Sale every  
description of COAL at Moderate Prices.

Mr. ARYON has been appointed Manager,  
and all Orders addressed to him at 87,  
Praya, or to Mr. FAR JAC, at 80, Hing  
Lung Street, will receive immediate atten-  
tion.

Hongkong, March 18, 1877. de15

## Intimations.

VICTORIA REGATTA.  
TWENTY-SECOND MEETING.

FRIDAY AND SATURDAY,  
21st and 22nd December, 1877.

PATRON.  
HIS EXCELLENCY JOHN POPE HEN-  
NESSY, O.M.G.

VICE-PATRON.  
COMMODORE WATSON, R.N.

STEWARDS.  
H. B. GIBB, Esq. Hon. W. KESWICK.  
W. H. FORBES, Esq. Hon. Col BASSANO.  
R. HOPKINS, Esq. O.B.  
G. B. EMORY, Esq.

COMMITTEE.  
T. JACKSON, Esq., CHAIRMAN.  
Major BRIDGMAN, 28th Regt. W. HYNES, Esq.  
P. McEWEEN, Esq.  
H. E. WOODHOUSE, Esq. C. V. SARTON, Esq.  
E. BEART, Esq.  
L. K. S. F. WALKER, Esq. H. M. SCHULTZ, Esq.  
D. GILLES, Esq.  
E. L. WOODIN, Esq.

DUDLEY C. TRAVERS, Esq., Honorary  
Secretary.

JUDGE.  
J. P. McEWEEN, Esq., R.N.

UMPIRES.  
Rowing, Hon. C. C. SMITH.  
YACHTS, Hon. E. BEART, Esq.  
OPEN SAILING BOATS, E. BURNIE, Esq.

STARTERS.  
Rowing, Hon. C. C. SMITH.  
YACHTS, Hon. E. BEART, Esq.  
OPEN SAILING BOATS, E. BURNIE, Esq.

FIRST DAY,  
FRIDAY, 21st DECEMBER, 1877.

FIRST RACE.—1 P.M.  
Junior Sculls. For Single Pair Sculling  
Boats. Entrance \$5. Distance One Mile.  
Prize, "Brokers' Cup." Open to any  
one who has never won a Sculling Race  
in China and Japan.

SECOND RACE.—1.30 P.M.  
For Gigs pulled by European Non-Com-  
missioned Officers and Men of any Regiment  
or Corps in Garrison, or by European  
Members of the Police Force. Distance  
One Mile. Entrance \$1. First Prize,  
\$15; Second, \$5. Out-rigger Boats ex-  
cluded.

THIRD RACE.—2 P.M.  
The "Chairman's Cup" for Four-Oared  
Canton Cutters. Distance One mile and  
a half. Entrance \$10.

FOURTH RACE.—2.30 P.M.  
For Men-of-War Gigs and Whalers. Dis-  
tance One Mile. Entrance \$1. First  
Prize, \$15; Second, \$5. No time allow-  
ed for Oars.

FIFTH RACE.—3 P.M.  
"LADIES' PURSE." For Single Pair Scul-  
ling Boats. Distance One Mile. En-  
trance \$5.

SIXTH RACE.—3.30 P.M.  
For House Boats and Gigs pulled by Chi-  
nese. Distance One Mile. Entrance  
\$1. First Prize, \$15; Second, \$5. Time  
for Oars, 6 seconds per Oar.

SEVENTH RACE.—4 P.M.  
International Race. "Challenge Cup"—  
presented by the Merchants of Hongkong  
for Four-Oared Canton Cutters. To be  
won two consecutive years before being  
held. Distance One Mile. Entrance  
\$10.

SAILING RACE.  
For Men-of-War's Boats, any rig. En-  
trance \$2. First Prize, \$20; Second,  
\$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time allowed  
for Tonnage, 15 seconds per ton. Cup  
presented.

SECOND DAY,  
SATURDAY, 22nd DECEMBER, 1877.

FIRST RACE.—1 P.M.  
For Gigs pulled by European Non-Com-  
missioned Officers and men of any  
Regiment or Corps in Garrison, or by  
European Members of the Police Force.  
Distance One Mile. Entrance \$1. First  
Prize, \$15; Second, \$5. Winner of  
Second Race on first day, and out-rigger  
Boats excluded.

SECOND RACE.—1.30 P.M.  
For House Boats and Gigs pulled by Chi-  
nese. Distance One Mile. Entrance \$1.  
First Prize, \$15; Second, \$5. Winner  
of Sixth Race on first day excluded.  
Time for Oars, 6 seconds per Oar.

THIRD RACE.—2 P.M.  
"Members' Cup"—presented by Members  
of "The Victoria Recreation Club"—  
for Four-Oared Canton Cutters. Dis-  
tance One Mile and a half. Entrance  
\$10. Winner of "The Chairman's Cup"  
excluded.

FOURTH RACE.—2.30 P.M.  
For Men-of-War's Cutters. Distance One  
Mile. Entrance \$1. First Prize, \$15;  
Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M.  
Senior Sculls. Cup presented by the Par-  
sonage Community. Distance One Mile.  
Entrance \$5. Winner of the "Ladies'  
Purse" excluded.

SIXTH RACE.—3.30 P.M.  
For Officers of H.M.S. Audacious against  
Fleet in harbour. Cup presented by the  
Members of the Hongkong Club, to be  
rowed in Canton Fours. Distance One  
Mile. Entrance \$10.

SEVENTH RACE.—4 P.M.  
"American Cup," open to all Members  
and Honorary Members of the Victoria  
Recreation Club, to be rowed in Canton  
Fours. Distance One Mile. Entrance  
\$10.

SAILING RACE.  
For all Open Boats, Chinese excluded.  
Entrance \$2. First Prize, \$20; Second,  
\$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time  
allowed for Tonnage, 15 seconds per ton.  
Cup presented by the Victoria Recrea-  
tion Club.

DUDLEY C. TRAVERS,  
Hon. Secretary, Victoria Recreation Club,  
Singapore, 27th November, 1877.

## Intimations.

W. HALL,  
CHINA DISPENSARY.

IMPORTERS OF DRUGS, CHEMICALS,  
DRUGGISTS' Sundries, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness  
and Prompt Attention.

FRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wynham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best  
collection of Views of China, Pho-  
tographic Albums, Frames, Cases, &c., of  
assorted sizes. Ex S. S. Tiger, Revolving  
Standard Albums, Armorial Monograms  
and Postage Stamp Albums, Russia Leather,  
Velvet and carved-wood Albums, Cases and  
Frames, nice Albums for Cabinet Portraits  
only, Portraits of the Generals of the pre-  
sent Russo-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors,  
in Cabinet and Carte de Visite sizes  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

AE YON,  
SHIPS' COMPEADORE AND  
STEVEDORE.

No. 67, Praya West.

REPAIRING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

A LAUDATORY NOTICE.

WE, the Chinese Passengers by the  
steamer Menelaus, Capt. R. F. Scale,  
beg to signify our sense of gratitude  
publicly for the great kindness with which  
we were treated on board by Captain  
Scale, his Chief Officer Mr. J. Ward, and  
the Medical Officer of the ship, Dr. Car-  
stairs, during the voyage of the vessel from  
Singapore to Hongkong; particularly for  
the good-heartedness they showed in yield-  
ing to our wishes in having preserved the  
body of an unfortunate female passenger  
who happened to die on board on the  
10th Inst., when the vessel was some  
distance from Hongkong. According to  
the sanitary rules of navigation, the  
body would have been thrown overboard,  
but the reverence for the dead is so  
great with us that all the passengers on  
board, numbering 432, as well as the three  
Chinese cooks on board, joined to beg the  
Captain and his Officers to spare that of  
the unfortunate woman, and they good-  
naturedly complied with our wish. We,  
therefore, as a mark of our sense of grati-  
tude, have presented a Complimentary  
Flag to Capt. Scale, and our sincere thanks  
to his officers, especially Chief Officer J.  
Ward and Dr. Carstairs.

YOW SHING, and the other  
Chinese Passengers.

Hongkong, December 14, 1877. de21

OFFICE OF THE SHANGHAI STEAM  
NAVIGATION COMPANY,  
IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at  
the Rate of FIVE TAIELS per  
SHARE will be made to Shareholders of  
record on the 1st October, Payable at the  
Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under-  
signed to Shareholders or their lawful  
representatives on presentation of Share  
Certificates for Endorsement.

The Transfer BOOKS of the Company  
will be CLOSED from the 2nd to the 8th  
Instant, inclusive.

By Order,  
RUSSELL & Co.,  
Liquidators.

Shanghai, October 2, 1877.

Volume Sixth of the  
"CHINA REVIEW."

Now Ready.

No. II.—Vol. XVI.

—OF THE—

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shih-king.  
Brief Sketches from the Life of K'ung-ming,  
(Continued from Vol. V, page 387).  
The Wild Silk-worms of the Province of  
Shantung.

Notes on Chinese Grammar (Continued from  
Vol. V, page 382).  
Geographical Notes on the Province of  
Kiangsi.

Translations of Chinese School-books.  
Short Notices of New Books and Literary  
Intelligence.

Notes and Queries—  
Bankruptcy in China.  
The Share taken by Chinese and Ban-  
tamen respectively in the Gov-  
ernment of China.

Laws of Sale amongst the Chinese.  
Studies in Words—Roots Meaning Out.  
The Character of  
Chinese Antiquity.  
Shin Gou's Shanghai.  
A Chinese Primer.  
A Rare Manchu Code.  
Wang Yao and Shun Historical Personages.  
Native Literature on Chinese Pottery.  
Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, October 31, 1877.

## Insurances.

YANGTZE INSURANCE ASSO-  
CIATION.

CAPITAL—Fully Paid-up.....Ta. 420,000  
PERMANENT RESERVE....." 230,000  
SPECIAL RESERVE FUND....." 75,000  
Total Capital and accumula-  
tions this date.....Ta. 725,000

Directors:  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | O. KARRS, Esq.  
M. P. EVANS, Esq. | O. LUGAN, Esq.

Secretaries:  
Messrs. RUSSELL & Co., Shanghai.  
London Bankers:  
Messrs. BARNES BROTHERS & Co.

Agencies in:  
HONGKONG, LONDON, SAN FRANCISCO, and  
the Principal Ports in the East.

POLICIES granted on Marine Risks to  
all parts of the World, at current  
rates.

Subject to a charge of 12 1/2 % for Interest  
on Shareholders' Capital, ALL THE PROFITS  
OF THE UNDERWRITING BUSINESS will be  
annually distributed among all Contribu-  
tors of Business in proportion to the  
premium paid by them.